

### REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated October 6, 2005, claims 1-49 are pending in the application. Applicants respectfully request the Examiner for reconsideration of the rejections.

Claims 1-6, 8-10, 12-20, 22, 23, 25, 26, 30-32, 34, 35, 41-44, and 47 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* (6,612,394) in view of *Fukushima* (4,903,983). Applicants respectfully traverse.

Claim 1 is directed to a method of controlling an automotive vehicle that includes detecting a parking mode; in the parking mode, applying brake-steer at a first wheel to reduce a vehicle turning radius; and simultaneously with the step of applying brake-steer, increasing a normal load on at least one of the wheels.

Applicants have reviewed the *Wessman* reference and can find no teaching or suggestion for detecting a parking mode. Applicants have performed a word scan on the document and cannot find the word park anywhere in the patent. Applicants do admit that some form of brake-steer is being applied. No teaching or suggestion is provided in the *Wessman* reference for increasing a normal load on a wheel of the vehicle during brake-steer.

The *Fukushima* reference teaches an actively controlled automotive suspension with improved cornering characteristics. The abstract of the *Fukushima* reference describes the load distribution being adjusted so that the suspension characteristics can be changed to over-steer characteristics when the vehicle speed demand is higher than a given level so as to allow drift on the vehicle at a corner. The Examiner points to Col. 2, lines 5-20, for brake-steering a vehicle. Also, the Examiner points to Col. 2, lines 11-15, for detecting a parking mode. Applicants have reviewed Col. 2 which refers to EP Application 01/93124. As stated in lines 25-30 of Col. 2, the pressure control valve is controlled to adjust the fluid pressure in the first and second fluid chambers to assist in smooth displacement of a piston within the cylinder absorbing bounding and rebounding energy from being transmitted to the vehicle body. This portion refers to a controlled suspension and not to detecting a parking mode. These passages also do not refer to simultaneously applying brake-steer and increasing a normal load on at least one of the wheels. Thus, neither of the two references teaches detecting a parking mode and simultaneously with the step of applying brake-steer increasing a normal load on at least one of the wheels. Therefore, there is no teaching or suggestion for making such a combination absent the Examiner's hindsight reconstruction. Even if a reconstruction is performed, Applicants respectfully submit that the combination does not form the present invention.

Independent Claim 14 recites detecting a parking mode and applying brake-steer to the first wheel in the parking mode and increasing a normal load on at least the first wheel to reduce a vehicle turning radius. This combination as described above with respect to Claim 1 is not taught or suggested in the two references.

Claim 25 recites detecting a parking mode, detecting a vehicle loading condition and applying brake-steer to the wheels in response to the parking mode and the vehicle loading condition. Applicants respectfully submit that neither of the three steps are taught or suggested in either of the references. Although the *Fukushima* reference teaches changing a vehicle load, no teaching or suggestion is found for detecting a vehicle loading condition and applying brake-steer to the vehicle wheels in response to the parking mode and the vehicle loading condition.

Claim 34 is another independent claim that is similar to the above claims in that Claim 34 recites detecting a parking mode. Also, Claim 34 recites applying a drive torque and increasing a normal load on at least one rear wheel of the plurality of wheels. The same arguments applied to Claim 1 also apply with respect to Claim 34. However, Claim 34 is more specific in that applying a drive torque is also set forth therein.

Claim 41 is another independent claim directed to a system for controlling an automotive vehicle. Claim 41 is similar to Claim 25 and is believed to be allowable for the same reasons set forth above with respect to Claim 25.

The dependent claims also provide further limitations to their independent claims and therefore are also believed to be allowable for the same reasons set forth above.

Claims 7, 21, 33, 40, 45, 46, and 49 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Krueger* (6,481,806).

The *Krueger* reference also does not teach or suggest the elements missing from the independent claims. Namely, the *Krueger* reference also does not teach or suggest detecting a parking mode and simultaneously applying brake-steer and increasing a normal load on at least one of the wheels. Applicants therefore respectfully request the Examiner to reconsider the rejection of Claims 7, 21, 33, 40, 45, 46, and 49.

Claims 11, 24, and 27 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* as applied to claims 1, 14, and 25 above, and in further view of *Urvoy* (5,307,888). Applicants respectfully traverse.

Claims 11, 24 and 27 refer to increasing a drive torque. Although applying differential speed to tracks of a vehicle is set forth, no teaching or suggestion is provided for detecting a parking mode and simultaneously increasing a normal load on at least one of the wheels. Applicants therefore respectfully request the Examiner to reconsider the rejection of Claims 11,

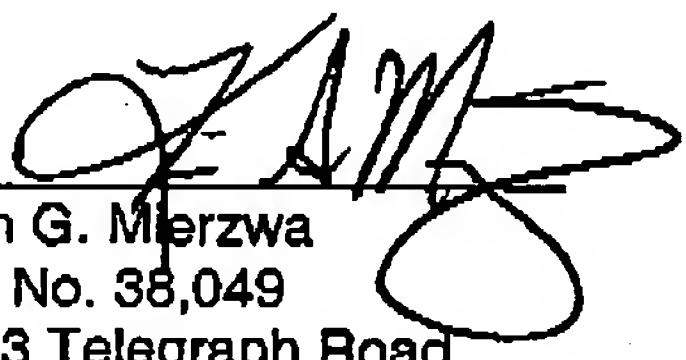
24 and 27.

Claims 13 and 36 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* as applied to Claims 1 and 34 above, and further in view of *Mine* (5,515,277).

The *Mine* reference also does not teach or suggest simultaneously with applying brake-steer, increasing a normal load on at least one of the wheels. Also, the *Mine* reference does not teach or suggest detecting a parking mode or applying brake-steer.

In light of the above remarks, Applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney. Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,



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